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[31]  
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## The Daily Press.

HONGKONG OFFICE: 14, DESVEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, 15TH JUNE, 1904.

In the Reviews, if not on the public platforms of England, ample evidence is afforded that there is no abatement of public interest in the discussions on the Fiscal problems of the Empire initiated by Mr. CHAMBERLAIN. Meanwhile the Tariff Commission is quietly proceeding with its most important task of obtaining a full and accurate presentation of the facts by expert evidence such as will enable them to show early (1) whether in fact any given industry is declining or progressing; (2) what are the causes of the decline where such a decline has taken place; (3) to what extent the fiscal policy of England and of other countries has been a factor in bringing about that state of affairs; and (4) to indicate whether it is likely that these conditions can be altered by a change of policy on the part of Great Britain. Any detailed recommendations which the Commission may hereafter make must, as its Secretary says, be determined not only with reference to conditions of one particular trade but of the other trades with which it is inseparably connected. Only after a careful analysis of existing conditions can the question of a complete change of policy be profitably discussed.

Nevertheless the public discussion of the state of British trade and commerce has brought into prominence many suggestions, part from a change of Fiscal Policy, which might usefully be adopted forthwith to the advantage of the manufacturer and the merchant, and though these have often been put forward before, they are likely now, thanks to the public interest created by Mr. CHAMBERLAIN's campaign, to receive far more attention than has been their fate hitherto. Within the last few

days, for instance, we have had from our London correspondent the news that a Departmental Committee has recommended the re-organisation of the Board of Trade and the appointment of a Minister of Commerce. This has for years been advised by many of the Chambers of Commerce, and if we recollect rightly, by the whole of the Chambers in annual congress, but now that a Departmental Committee has recognised the value of the suggestion there is more likelihood of the change being made. In most Continental Governments there is a Minister of Commerce. The function of such a Minister is too obvious to need explanation, and what has been accomplished by such Ministers in Continental Governments may be taken as a sufficient recommendation for the change.

Of equal, if not of greater importance than a Minister of Commerce, is the need of a well-selected staff of Consuls. But above both these recommendations the journals devoted to commerce place the need for more commercial representatives. "Sending representatives to the spot is the German and American way of doing business," says the *Magazine of Commerce*, "and our traders cannot hope to retain their trade unless they do likewise. In Portugal our travellers are becoming practically extinct. Two hundred commercials from Germany visited Lisbon during a recent year, compared with 30 from the United Kingdom, while for years past not a single representative of British firms has been seen in Madeira, whereas several Germans go there every year, and pass on to the Canary Islands. Egypt is a growing country, under our control, but the number of British commercial travellers to be found there is quite inadequate."

In fairness to the Consular service it has to be admitted that British Consuls all the world over are constantly giving advice of this description. It has appeared in the Consular reports on trade in China again and again. In the first report to hand relating to trade in China during 1903—that of the Acting Consul at Hankow—we find advice of this description given in the plainest of terms. "The blame for the lack of success of British firms, though commonly ascribed to the supineness of British Consular officials towards the efforts of British merchants, would seem," says Mr. PLAYFAIR, "to lie in reality with the firm themselves who make no serious effort to push their goods in opposition to those of other countries . . . . The only effectual method is to send accredited agents with full particulars to officials in charge of factories in order to expound the advantages of British-made machinery, or to native merchants in order to point out the superiority of the article which they are trying to sell, and to secure orders therefore." We do not know that it can be charged against British Consular officials generally that they possess no inherent sympathy with commercial matters, though it is doubtless a fact that very few of them have had a practical commercial experience. That, it must be admitted, is a defect in the Consular system, but we should hesitate to endorse the view that the Consular officials of other Powers are, generally speaking, more efficient in that respect. A Ministry of Commerce with an efficient Consular staff co-operating would certainly have it in its power to render valuable aid to the merchant and manufacturer, but in the long run the place which the British trader occupies in the race must depend mainly upon his own exertions.

Mr. Justice Bucknill last month decided that betting in bona fide clubs is not illegal.

A petition signed by a large number of missionaries has been sent in to the authorities at Amoy praying for the abolition of the Municipal Lottery, on the ground that it is a bad example to the Chinese, who are already such gamblers, to see a Foreign Council obtaining money for administration through a lottery.

The number of plague cases for this year has now reached a total of 278. Looking over yesterday's return we note that, out of ten, two were imported, i.e. one on the s.s. *Restorer*, and one on the s.s. *Glenogle*, the latter steamer from Singapore. On Tuesday, also, a case was imported from Canton. Yesterday's plague victims were all Chinese.

The Fanny Stanley Comic Opera and Dramatic Company gave a performance of the *Makado* just night at the theatre. Since the opening night there has been some improvement in the Company's performances, owing doubtless to the opportunities afforded of practice with the orchestra. In consequence partly no doubt to the inclemency of the weather the house was a small one. We can hardly say that the Company appeared at their best in the piece To-night they present the *Nautch Girl*.

Members of the Masonic lodges will be interested to learn that at the festival held in London last month to celebrate the 116th anniversary of the Royal Masonic Institution for Girls, the total subscriptions announced amounted to £21,515.

The thirty-eighth anniversary meeting of the China Inland Mission was held last month at Exeter Hall. Sir George Williams presided at the afternoon assembly. The annual report which was presented by the Secretary (Mr. F. Marcus Wood), stated that, although the closing months of 1903 were darkened by the dreadful cloud of coming war, the work of the Mission throughout the whole of inland China was, with few exceptions, unhampered by political disturbance or unrest. On December 31 there were in connection with the Mission 783 missionaries (including wives), of whom 146 were associates connected with six affiliated societies. These labourers were working at 199 stations, 19 of which had been opened during the past year; 1,688 persons confessed their faith in Christ by baptism during the year—the largest number ever reported for one year. There had been a net decrease in the annual income of £12,378, as compared with 1902, but there was no deficit to record. Lord Kinnaid presided at the evening meeting.

The director of the census at Washington has prepared a statement explaining the discrepancy between the number of male and the number of female American-born Chinese in the United States. The returns of the sixteenth census show that of the 9,010 Chinese claiming American nationality, 6,657 were males and 2,353 females. The director expressed the conviction that the preponderance of males is due to the fact that many male natives of China have fraudulently secured admission as American-born. The conclusion is announced as follows:—The results of the compilation show that of 6,657 Chinese males reported as born in the United States, probably 2,231 were really born here, and 4,426 were cases of false returns; and of the Chinese females reported as born in the United States, 2,231 were really born here, and 211 cases of false returns. The true number of Chinese immigrants in the United States was probably 85,041, instead of 80,833, as reported, the difference, 4,348, or 5 per cent. of the immigrants, being due to false returns.

The Siamese Government has granted formal permission to Messrs. B. Grimm and Co. to have Kolsichang and Bangkok connected with the "Telefunken" system of wireless telegraphy by way of experiment.

The "Telefunken" representative, it is stated, has had every success in Japan and China. He has sold a lot of apparatus to both the belligerent nations. The Custom House in Shanghai has ordered 28 stations, and connecting all the lightships therewith. Messrs. Arnhold, Karberg and Co., in Shanghai, are to connect Shanghai and Hankow with the "Telefunken" wireless system, as a private enterprise, and they expect that the outlay will yield good results, as the telegraph lines in China are often not in good working order. From Shanghai the representative goes to Hankow (?) to instal 10 stations ordered by the French army commander.

As we have already reported, an examination was recently held in Canton by the Provincial Board of Education to select a number of young men who should be sent abroad to study at Government expense. It was decided to send 20 to Japan and about as many to Europe and America. The subjects of examination were:—

(a) Translation from Chinese into a foreign language and vice versa.  
(b) Mathematics.  
(c) Chinese Composition.

Out of 560 candidates the following 13, who passed highest, are to be sent to Europe and America.

Name.	Schools where educated.	Period of Study.
Lan Po Hung	Tientsin University	5 years
Tung Yau Kui	Queen's College and ...	6 years
Wan Chung Yu	Queen's College and ...	2 years
Wan Ying Sing	Tientsin University	5 years
Wan Ying Sing	Railway College, Shai 1 year	1 year
Tung Yau Hang	Queen's College	5 years
Fong Hing Kwai	Queen's College	4 years
Tim Hok Kun	Kwangtung Yih Hok	5 years
Wong Ka Luen	Chinese Private School	2 years
Tsang I Sun	Chinese Private School	9 months
Wong Sz Ching	Torpedo College, Whampoa	over 4 years
Tsui Lo	Torpedo College, W. pos. do.	do.
Li King	Provincial College, Canton	do.

## MURDER AND SUICIDE.

## SHOCKING TRAGEDY IN HONGKONG.

A shocking tragedy occurred on the night before last at the house of Mr. Wong Kam Fuk, the proprietor of the Hongkong and Kowloon Wharf & Godown Co., Ltd. At about 9 p.m. a Chinaman called at the house in question, No. 56b, Peel Street, to see an *amah*, one of three or four female servants. He told the woman that he felt sick, asking her to massage him; and she brought him into the kitchen.

Shortly afterwards cries of "Save life" came from the woman, causing the other servants to awaken their master and also the people living next door. On going to the kitchen it was found that the man had disembowelled the woman with a knife, inflicted other wounds on her body, cut his own throat, and stabbed himself in the stomach two or three times; both the man and the woman were dead.

The deceased man, Mak Su Tong by name, then out of employment, was about 30 years of age; and the woman was a widow 28 years of age. Jealousy is supposed to be the cause of the crime, the woman having engaged herself to another man.

## TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]  
HEAVY SIBERIAN RAILWAY DEFACALATIONS.

LONDON, 14th June, 10.55 a.m.  
The Empress Dowager has discovered defalcations amounting to seven millions sterling in connection with the Siberian Railway.

[This use of the term "Siberian railway" evidently includes the Manchurian line.—ED.]

## THE FATSHAN FATALITY.

## RAILWAY EMPLOYEE DEPORTED.

SHAMEEN, 14th June, 7 p.m.  
In the United States Consular Court today William A. Freeman was convicted of unpremeditated killing. He was sentenced to deportation and censured for reckless firing.

The shooting affray occurred at Fatshan, a Chinese lad losing his life. An American, named Aldrich, was the proprietor of a restaurant at Fatshan, and a Portuguese woman who spoke Chinese fluently, lived with him. Several Chinese were gazing into the house, as is their custom, when the woman reprimanded them. After some words she threw water on them, and the Chinese proceeded to bombard the house with mud, sticks and stones. Just about this time William A. Freeman and two other railway employees arrived for dinner. Clods of mud were thrown at the windows, and finally, a stone was hurled through the glass, landing on the table at which Freeman and his two friends were seated. Freeman jumped to his feet, rushed to the window and drew his revolver. He did not aim at the retreating Chinese, but fired in the pond. The bullet from the revolver struck the water in the pond, glanced off and pierced a fatal shot in the throat killing him almost instantaneously. The boy was 400 yards from the house. The father of the lad agreed to accept \$450 in full settlement of the matter. Vicor Tsen, however, made a case against Freeman.]

## THE CANTON MURDER TRIAL.

## SHAMEEN, 14th June, 7 p.m.

Sir Hiram Wilkinson, Chief Justice of H. B. M. Supreme Court of China and Korea, commenced the trial to-day at the British Consulate, here, of Abdul Kalik, charged with the murder of an Indian watchman employed by the American China Development Company.

Hon. H. B. Pollock, K.C., acting on behalf of Mr. W. A. C. Platt, acting Crown Advocate, conducted the prosecution on behalf of the Crown, and Mr. Ellis, of Shanghai, appeared for the defence.

The principal evidence for the prosecution was strongly against the prisoner.

[The murder took place at Shatin, some miles beyond Canton. The murderer had blown off the back of the other's head and then decapitated. Dr. Shelby, the Railway surgeon, promptly proceeded to the scene, and the British Vice-Consul also went up, as the parties concerned were British subjects. A few days later, when Abdul Kalik was accused by his comrades, he disappeared from Canton, coming down to Hongkong on a river steamer. He was arrested at Hongkong, and, on the 12th April, Mr. A. J. Major, of H. B. M. Consulate at Canton, handed Mr. J. H. Kemp, Second Police Magistrate of Hongkong, the papers in connection with the case. An Indian gave evidence as to the man's identity, and extradition was applied for. Next day the case again came before Mr. Kemp, when Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacon, appearing for the defence, asked his Worship if he was satisfied that the prisoner was a British subject. Mr. Kemp read over the evidence, which showed that the man was a British subject from British India. Acting upon the advice of Mr. Looker, defendant did not make a statement. An application by Mr. Looker for an adjournment was refused, Mr. Kemp ordering that the man be sent to gaol to await warrant from the Governor for extradition, saying that he would not be given up; however, for 10 days, during which he had a right to apply, if he thought fit, for an overruling decision from the Supreme Court. In due course the man was sent in custody to Canton to await his trial.]

## [REUTER'S SERVICE.]

## RESULT OF THE GRAND PRIX.

## LONDON, 12th June.

1.—Ajaz.  
2.—Turenne.  
3.—Macdonald.

THE "PALMA" TROPHY.

## LONDON, 12th June.

The discovery that the American winners of the Palma Trophy in 1903 had violated the rules by using a special pattern of rifles, elicited protests, the result of which is that the executive Committee of the American National Rifle Association has decided to return the trophy top England.

## THE WAR

[FROM OUR OWN CORRESPONDENTS.]

## LAND BATTLE NEAR PORT ARTHUR.

## GENERAL STOESSEL SERIOUSLY WOUNDED.

LONDON, 14th June, 10.55 a.m.

It is reported at St. Petersburg that a battle was fought outside Port Arthur last Friday.

The result is unknown.

General Stoessel, who is in command of the beleaguered garrison at Port Arthur, has had to have his leg amputated.

## MINE EXPLOSION ON A JAPANESE STEAMER

## KOBE, 14th June, 6.46 p.m.

While the Japanese steamer *Taihoku Maru*, chartered by the Government, was laying mines a mine exploded and twenty of the crew were killed.

## [JAPANESE OFFICIAL DESPATCH.]

## TOKYO, 14th June, 5.50 p.m.

Admiral Togo reports that while the *Taihoku Maru* was laying mines in the face of the enemy, on the night of the 13th inst., one mine was exploded killing one officer and 19 men. It also wounded two officers and seven men, but the damage to the ship was not important.

## BRITISH SYMPATHY.

The Japanese Soldiers' and Sailors' Widows and Families Fund started in London amounted a month ago to about £14,000, out of which £12,000, including £180 for the Japanese Red Cross Society, in accordance with the express wish of the donors, had been forwarded to the Minister of Foreign Affairs in Tokyo, to hand the amount to the proper channels.

In a letter to the *Times* the committee of Japanese ladies say:—"Recent events have made it clear how useful such a fund as this will be. Legions of bereaved wives and fatherless children in our country will bless those kind givers who have so liberally responded to our appeal. If it be the wish of some of the donors that their contributions should be applied for purposes other than specified in the funds, such as for the Red Cross Society, whose work of benevolence and of succour to the wounded and sick makes no distinction of nationalities, friends or foes, we will make arrangements accordingly. It is our intention to keep this fund open until the restoration of peace in the Far East, and further contributions will be much appreciated."

## RUSSIAN MILITARY MEASURES.

Energetic measures, the latest home papers tell us, are being taken to hurry forward reinforcements from Russia to the Far East. The mobilisation of two more army corps is announced, four others are to be mobilised directly, and reservists are being called out in several districts. It is stated that another 100,000 men will thus be placed at the disposal of General Kuropatkin. Each army corps, which in time of war comprises 50,000 men, includes three infantry divisions, consisting of four regiments of three battalions each, a division of cavalry, consisting of three regiments of six squadrons each, one Cossack regiment, and two brigades of artillery, one field and the other horse artillery—altogether 120 guns. Attached to each army corps are also detachments of engineers and sappers. By the departure of these troops to the Far East the European army of Russia will lose six out of 31 army corps.

## SINHALESE WAR NEWS.

The native newspaper reader in Colombo (says the *Times of Ceylon*) has put up with some fierce reading in the way of war news. But the richest thing we have seen for many a long day appears in a Colombo Sinhalese newspaper, the *Saravasavundaree*. We translate it, as it is too good to be lost.

"The Sultan was communicated with regarding the approaching conflict, and, being a great friend of the Japanese monarch, he sent a specially-trained company of swordsmen, each of whom, with a sword in his hand, is shot away from the mouth of a gun at the enemy, as ordinary sabre. On arrival among the enemy he makes short work of them by his sword play! These swordsmen are now fighting for Japan and gaining victories."

The case was remanded.

## ALLEGED SNATCHING.

A Chin

## THE PHILIPPINES.

[FROM OUR OWN CORRESPONDENT.]

Manila, P.I., 6th June.

Last week was marked by an event of great significance. This was the news, received officially, of the decision of the Supreme Court of the United States in the case of Thomas E. Kepner, a Manila lawyer. The ruling, in brief terms, establishes the illegality of any appeal by the Government from acquittal for the defense in criminal cases, so that all such cases already pending may be dismissed on proper motion.

## AN IMPORTANT DECISION.

Kepner was acquitted some time ago by the lower court of the charge of misappropriating certain funds belonging to a client. The case was carried to the Philippines Supreme Court by the Government, with the result that the lower court's decision was reversed. The defense then appealed to the United States Supreme Court on the grounds that, under the provisions of the Philippine Act of July 1st, 1902, the defendant was placed twice in jeopardy, which is also out of accord with the terms of the National Constitution. The Philippine Act, however, was intended to cover the provisions of the Constitution of the United States, but in the point at issue the Government has always contended that a case was never completed so long as it was in appeal, and thus there was no second jeopardy. The Supreme Court of the United States now holds that the jeopardy ends with the original decision, interpreting the Philippine Act just as the Constitution would be interpreted.

Kepner's alleged offence was committed prior to the passage by Congress of the Philippine Act, but it is a principle of common law that any new law in favour of an accused criminal is retrospective, and when in favour of the Government it is *ex post facto*. On this same principle a number of important cases now before the Philippine Supreme Court, which were carried up by the Government under an old Spanish law in force at the time the offences were alleged to have been committed, are similarly affected by the decision and must be dismissed on motion when they are reached in the dockets. One case in particular is that of Dr. Gomez, whose acquittal of the charges of conspiracy and treason, it will be remembered, was quite recently appealed by the Government.

DR. GOMEZ.

Speaking of the principle of jeopardy, I am reminded that Dr. Gomez has a fair prospect that one of the three charges remaining against him will be thrown out of court. I refer to the count of *bandolismo*, in which essentially the same evidence as that used in the treason case will be offered in support. In such an event the accused will be on trial a second time for the same offence, as although under a different law the same acts will be offered in proof. As well as this, trial of the charge of misappropriation of funds premises to result favourably for him. The funds alleged to have been misappropriated are those of the Union Obrera, which has already been decided to have been an illegal organisation. Hence the organisation in question is not likely to have any status before the Court. However, if the Supreme Court decides unfavourably in Gomez's appeal case (*i.e.*, the "illegal organisation" count) then his chances will not be so bright. As it is, like Barkis, he has hopes, and would have, but one offence left to answer for.

RICARTE "THE VIPER."

The subject of *bandolismo* brings me back to Ricarte. The Government is still framing charges against its prisoner. Incidentally, those already prepared have had to be reconstructed on account of the prisoner's admissions giving his case a different aspect. The Government is confronted by no foothold to accuse treason, inasmuch as Ricarte, unlike Gomez, never took the oath of allegiance to the United States and was in active opposition to its rule at the time that country acquired the Philippines, and has been ever since. A subject of the United States he undoubtedly is, and clearly a rebellious one, but he is not a citizen; and under the peculiar circumstances can scarcely be charged with treason or traitorous conduct. Thus the only grounds for prosecution can be *bandolismo*, or armed and organised defiance of the lawful government, and conspiracy to raise a rebellion, and these will probably be the offences ultimately charged.

## A CONVICTION CONFIRMED.

The same telegram that conveyed the news of the Kepner decision, which, by the way, was sent by the Attorney-General of the Philippines representing the case at Washington, contained word of the finding in two other appeal cases before the Supreme Court. These were the cases of Dorr and O'Brien, the newspaper men tried for sedition. The Judges, with only one in dissent, found against the accused and confirmed their sentences, which means the payment of a heavy fine and a term in prison unless the pardoning authority intervenes, as many believe he will.

Manila, 10th June.

## RICARTE SENTENCED.

Artemio Ricarte, the "Viper," was yesterday charged on remand with carrying fire-arms without a permit from the authorities.

Defendant was convicted and sentenced to one year and one day imprisonment and \$1,000 fine, or to the subsidiary imprisonment for insolvency and to the payment of the costs of the trial.

MACNIVEN & CAMERON'S "I" PENS. are by special device manufactured the smoothest and most quill-like J nibs to be obtained anywhere.

Black J. Gilt J. big J.

In 6d. and 1s. boxes, at all Stationers.

WAVERLEY WORKS, EDINBURGH.

## FRONTIER NOTES.

[FROM A CORRESPONDENT.]

13th June.

CROWN RENT. The difficulty in collecting Crown rent, which function devolves upon the Police, has been very marked of late. Less than a quarter per cent. of the dues are recovered, and the people seem to have come to the conclusion that they can treat the Government's demands for its just rights with impunity. Reference to higher authority generally brings forth the reply that the poor country people must not be oppressed and that conciliatory and easy methods, must be employed in dealing with them even at the sacrifice of revenue. The Chinese are adepts at prevaricating, and the difficulties of those to whom is entrusted the collection of these dues, have their troubles doubled by the lack of firmness on the part of those in high place.

## COTTON PLANTING.

There is no sign yet of any active steps being taken towards the promotion of cotton planting in the New Territory. When it is begun there is considerable room for doubt whether it will meet with much better success than that which has attended the attempt to introduce Straits Settlements sugar-cane into the same country. Practical results have been attained that go to show that the southern cane is capable of producing 40 per cent. more sugar than the Chinese plant, but the Chinese prefer their own native cane simply because it needs less attention and can be counted upon to grow on ground which is unfit for the cultivation of good paddy. Whether even the offer of prizes for the growing of cotton will act as an incentive to the New Territory people remains to be proved.

## THE RAILWAY SCHEME.

There is a growing belief, and it is well borne out by recent statistics, that the New Territory as a whole is in the nature of a white elephant. It is upkeep is a drain upon the resources of Hongkong. The establishment of a railway running through the Territory to the Frontier world of course make an immense difference and would ensure the lasting prosperity of the region. Just as a sample of the difficulty of travel, we may take the journey from or to Samchun to Hongkong. It occupies at least three days if the passenger has business to transact in one or other of the termini, and yet the cities are only some 35 miles distant. The same remark applies to Taipo or any of the outlying stations on the British side. The advent of the railway would change all that.

## SAMCHUN.

I hear from a source deserving every credence that the representative people of Samchun city and valley have again petitioned the Hongkong Government to take over these places and incorporate them in the New Territory under British rule. Until this is done Samchun will certainly be a standing menace to the peace of the countryside. It is the resort of all the bad characters of the province, who find it a convenient base from which to make raids upon the British Territory villages and also to make descents upon itself for thieving purposes. This is said to be the third occasion on which similar petitions have been made. The Government are foolish not to take advantage of the general feeling and arrange for the transfer of the city to the British flag.

## A NUISANCE.

The other day the passengers on board one of the Samchun River launches were horrified to find out on their arrival at the point where they change into the flat-bottomed river boats that they had had for a mate on the way up a corpse. It was only when the custodians of the body attempted to remove it from the launch to the boat that its presence was made patent to the passengers, for *en voyage* it had been half covered up with matting, so that it was not strikingly visible. The woman who was taking the body up was instructed at the refusal of the boat people to take it ashore, and she indignantly produced a permit from the Registrar-General of Hongkong authorising the removal of a dead body. It was eventually dumped on the Chino side of the river awaiting conveyance to cemetery. But should not a dead body be covered up decently? The dead carcass of a sheep even must be covered when carried along the streets of Hongkong.

## LICHESSES.

The crop of liches is remarkably good and great quantities of the fruit are being despatched every day to the Hongkong market.

## NAVAL NOTES.

U.S. SHIPS LEAVING HONGKONG: The U.S. flagship *Wisconsin*, the cruiser *Oregon*, and the U.S. destroyer flotilla now in port, had steam up yesterday, so it is to be presumed that they will leave Hongkong to-day.

BATTLESHIPS IN MODERN WARFARE. Captain Mahan, in an article in the *New York Sun*, discusses at length the question of the survival of the modern battleship in naval warfare, which he answers in the affirmative.

THE GERMAN NAVY.

In the course of the discussion on the Navy estimates in the Reichstag on the 11th inst. Herr von Kardorff (Imperial party) urged the construction of submarine boats and especially of the navy. The British Navy, he declared, was becoming a danger to Germany. Germans should take lesson from the Russo-Japanese war, and the Empire should follow the example of Great Britain, who during the Boer war had taken upon herself the burden of extra taxation and other liabilities, regardless of every consideration but the end in view. Admiral von Tirpitz, Secretary of State for the Navy, said that the problem of submarine boats was as yet by no means solved. Submarines could not therefore at present cause a great revolution in the naval question.

## MILITARY AFFAIRS.

MAJOR A. A. CHICHESTER, D.S.O.

The appointment of Major A. A. Chichester, D.S.O., Dorsetshire Regiment, late D.A.Q.M.G. at Hongkong for three years, vice Major A. B. Hamilton, K.O.S.B., is gazetted.

## MEMORIAL SERVICE TO-DAY.

A memorial service will be held at St. John's Cathedral at 9 o'clock this morning. A Memorial Brass is being unveiled to-day at Nottingham to the officers, non-commissioned officers, and men of the 1st Battalion Sherwood Foresters who lost their lives during the South African War.

## THE SHERWOOD FORESTERS' WREATH.

Among British military badges there are to be found a great number and variety of wreaths. They are borne by some of the cavalry regiments, the R.E., the A.S.C., R.A.M.C., and by quite half the territorial regiments. There are at least ten different sorts worn on the various appointments, in addition to that known as the Union wreath, borne on the colours. Oak wreaths are worn by the Derbyshire and Nottinghamshire Regt. (the Sherwood Foresters) as an allusion to their name, and by the Essex, Dorsetshire and Suffolk Regts. These latter probably have been assumed with the Castle of Gibraltar to distinguish the nature of the wreath from those granted with the sphinx and tiger.

## A SOLDIER'S CURLS.

In the case of a soldier of the 2nd Buffs, who was tried recently by court-martial at Dover, for striking a superior officer when remonstrated with about wearing his hair in curls outside his cap, a sentence of two months' imprisonment and dismissal from the army has been passed. The soldier was wearing his hair contrary to regulations.

## THE INDIAN ARMY.

Lord Kitchener, in his Memorandum on the general question of preparedness of the army in India for war, says as our army is an admittedly small one for the purpose for which it is maintained, there is still the more need for a higher standard of excellence with us than obtains elsewhere. It must be the constant endeavour of everyone in the army in India so to train themselves and those under them in time of peace that when the strain of war came all ranks might know what to do and how to do it. Notwithstanding many instructions regarding the military training of troops which had from time to time been issued, the results hitherto obtained in India in regard to this important subject had been somewhat disappointing.

## BRITAIN EMULATING JAPAN.

The committee appointed by the Army Council to inquire into the proposals contained in the Report of Lord Esher's Committee have recommended a divisional organisation for War in lieu of the brigade administration suggested by the committee, and this alteration is to be carried out somewhat on the lines of the Japanese Army. It is curious, says an exchange, that we should go to a military youngster like Japan to reorganise our army, but such is actually the case. The new Eastern ally has an army of twelve divisions, three or four of which, according to circumstances, form a Field Army. The new scheme is a temporary allotment of existing units of the Regular Forces to three Field armies and three Cavalry Brigades, somewhat on similar lines to the Japanese Forces. In peace the 1st Field Army will be stationed at Aldershot, and will consist of the 1st, 2nd, and 3rd Divisions, together with the 1st Cavalry Brigade.

## LORE WOLSEY AND CONSCRIPTION.

Field-Marshal Viscount Wolseley, replying to a correspondent who drew his lordship's attention to an article in a military journal advocating conscription in England, said "he had always been an advocate of compulsory military service on a plan that would suit the convenience of our population generally."

## HONGKONG AN EXAMPLE FOR THE PHILIPPINES.

Juan Villamor, Governor of Abra Province, one of the honorary special commissioners to the St. Louis Exposition, writes to *El Renacer* (on the subject of Chinese immigration). Senor Villamor goes into ecstasies over the magnificent roads, public improvements, and private enterprises which he observed at Hongkong, and says that all these things were made possibly by "Chinese cheap labour."

"The Chinese labourer," he says, "is absolutely necessary here, not only on account of his cheapness, but also industry. It is impossible after seeing what Chinese labour has done in Hongkong, to remain blind without making one's self ridiculous." He goes on to say that it will be disastrous for the Filipinos if they persist in refusing to allow immigration into the islands of Chinese labour, especially as the Panama Canal will make this labour available for all other nations. The Filipino commissioners, he says, were nearly all violently opposed to Chinese immigration when they left Manila, but they have changed their minds, after seeing Hongkong and now favour it under certain restrictions. "The Chinese labourer," he says, "is afraid of losing his employment, keeps his word regarding his work. He is not an agitator, nor is he pretentious. He is especially fitted for heavy and exhausting work. He never complains no matter how harshly treated. He has not the same sense of personal dignity that the Filipino labourer has, and does not pause to consider the character of his work as long as it brings him money. Many Filipino labourers will not stand this sort of thing. The personal dignity of every description, the local arsenal, ironworks, and mines being fitted out with their manufacturers. The Japanese are to provide rifles for the Chinese troops, as rifles of Japanese make are both cheaper and more effective than those that have hitherto been supplied by German firms. The blame for the lack of success of British firms in these, as in other branches of trade, though commonly ascribed to the supine attitude of British Consular officials towards the efforts of British merchants, would seem to be in reality with the firms themselves, who make no serious effort to push their goods in

## BRITISH TRADE IN CHINA.

## INTERNATIONAL RIVALRY.

Mr. Acting Consul General Playfair's Report on the trade of Hankow for the year 1903—an unusually prompt and informative document—contains some interesting remarks on the rivalry to which British trade is now subject in the Far East. We quote the following passage:

"British trade in China, that is to say, trade conducted not only in British goods, but by British hands, has undergone a transformation. The change has been gradual, and has extended over many years. The majority of those engaged in it have found it difficult to adapt themselves to the new methods which they will have to follow if they wish to maintain their grasp and not see their livelihood slip away from them. The metamorphosis is not in the British trader himself, but in those with whom the trade is conducted—viz., the Chinese, and unless the British merchant recognises facts and can accommodate himself to the novel conditions, he will find himself supplanted by those who are more pliant and adaptable. The United Kingdom has taken a large and laudable share in promoting the education of the Chinese. We have preached to them and exhorted them and entreated them to adopt larger views, and to assimilate the wisdom and superior methods of the West. We have impressed on them that they are really ignorant people, and that they cannot possibly move forward unless they model themselves on European lines. Tacitly and meekly they have recognised this. Silently they have avowed their own shortcomings. So unostentatiously, and in that so skilfully, has the transformation been effected that in many ways they have turned the tables on us, and we have been blind to the fact. Their education has been so complete and their adaptability so thorough that they have shouldered us out of positions which we formerly occupied unquestioned. The volume of British trade is not here spoken of, that continues to increase yearly, and no doubt will go on doing so as long as we have something to sell which the native of China wishes to buy or the converse. British trade, in the abstract, still flourishes, and may indeed be said to flourish exceedingly, but, in the concrete, its profits are no longer distributed in the same direction, nor do they benefit the same persons. The trade of China is like the Egyptian Nile. In the old days, in making its way to the sea it overflowed and enriched with fertilising alluvium the regions through which it passed. We have, with the best of motives, canalised it, so that it enters the sea in even greater volume, but it no longer enriches all and sundry who carry on its banks. They await in vain the lavish overflow to which they were accustomed. The stream has been so nursed and conserved that, unless they are wise enough to make use of the hundred and one irrigation channels into which its waters have been diverted, they find it last that its benefits are no longer for the first comer as they used to be, and that its profits are much harder to come by. There was a time when the British merchant had very few rivals in the field. Now he has many, and some are of his own making. His European competitors are yearly becoming more numerous and more formidable. They come in flattery imitating of himself, and at first sat at the feet of Gamaliel, but have by this time learned all there was to learn, and have in many ways bettered his instruction. His best resource is now to sit at the feet of his quondam pupils, and learn, like them, to pick up the crumbs that fall from the table. Except in shipping and banking, commerce, with a big 'C,' has passed out of his hands, and nothing seems left him but trade with a small 'c.' Though British shipping has yearly increased in tonnage and, during the current year, also in percentage, the number of British firms of repute doing business as merchant either in imports or exports is falling off, and those still here find it daily harder to compete with their foreign rivals. When first British merchants established themselves at Hankow they confined themselves to the tea trade, of which Hankow was then the centre, and treated with contempt the so-called 'muck and truck' leaving it entirely in the hands of French and German firms who got hold of the connections which they still retain. The Hankow tea trade, having been wounded to the death as far as the United Kingdom was concerned, by the pushing firms of India and Ceylon, and having consequently fallen almost entirely into Russian hands, British merchants found it increasingly difficult to do any business, the more so as the Chinese merchants began to purchase their imports at Shanghai and Hongkong, instead of through the agency of the local firms. The British, since their Concession adjoins the native city, hold the most advantageous position on the river, yet as soon as the Pei-Han Railway is in full working order, the centre of trade may be expected to gravitate towards the French Concession, immediately behind which is the railway station, and to the German Concession, through which a branch line of the railway is to be carried down to the water's edge. The Germans and, to a certain extent, the Belgians seem to have secured for themselves all the Chinese Government contracts for machinery of every description, the local arsenal, ironworks, and mines being fitted out with their manufacturers. The Japanese are to provide rifles for the Chinese troops, as rifles of Japanese make are both cheaper and more effective than those that have hitherto been supplied by German firms. The blame for the lack of success of British firms in these, as in other branches of trade, though commonly ascribed to the supine attitude of British Consular officials towards the efforts of British merchants, would seem to be in reality with the firms themselves, who make no serious effort to push their goods in

opposition to those of other countries. At the most they send a price list to the local Consul, or representative with a request that he will hand it on to some local agent; but they overlook the fact that the Chinese Government prefers to deal direct with the manufacturers, and that the local firms have no facilities for bringing their goods to the direct notice of the authorities. The only effectual method is to send accredited agents with full particulars to the officials in charge of factories in order to expound the advantages of British-made machinery, or to native merchants in order to point out the superiority of the article, which they are trying to sell, and to secure orders therefor."

## THE GREAT NORTHERN TELEGRAPH CO.

## "THE RISKS OF WAR."

At the general meeting, held at Copenhagen on April 30, Commodore E. Swenson, D.R.N., in rendering an account of the working of the company during 1903, said—

Thanks to the opening of the Kiel Canal route for general traffic on February 23rd this year we are in a position to obviate the inconvenience caused by the closing of our two cables between Vladivostock and Nagasaki on account of the war, and to transmit the traffic between Europe and the Far East as though nothing had happened. The Russian Government does not exercise any kind of censorship on traffic passing via this new route. The combined effect of tariff reductions and of the loss of the American traffic through the opening of the Philippine cable, which naturally has taken the new, more direct, and less expensive route, was an immediate decrease of our receipts, averaging in the beginning £10,000 a month. If the total diminution of the traffic revenue, as compared with the preceding year, has nevertheless been limited to about £12,000, it is only due to our increased receipts during the first half of the year, and to the considerable Government and Press traffic called forth by the complications in the Far East towards the end of the year.

Now that war between Russia and Japan has broken out, it would, however, be a mistake to rely too much upon a continuance of this increase of the traffic, whilst, on the other hand, the danger to which our cables and telegraph lines are exposed is only too evident. The security of the new Kiel Canal route will depend upon the character of war. Passing through Mongolia, it is, fortunately, as yet very far from the theatre of war, but may be exposed to other dangers. Three of our cables in the Far East connect with China and Corea; one of them (between Tsushima and Fusan) has always been worked by the Japanese Administration, whilst the other two (between Nagasaki and Shanghai) are in our hands and are still intact. All these cables are unfortunately exposed to the risks of war.

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The Indo-China steamer *Saisang* left Calcutta for this port via the Straits on the 12th inst., and may be expected here on the 29th inst.

## WEATHER AT

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding &c. should be addressed DAILY to the Editor, and special business matters to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C., 6th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

PART of an OFFICE. Moderate rent. Apply—

"ARC."

Care of Daily Press Office.

Hongkong, 15th June, 1904 [1492]

## TO LET.

N<sup>o</sup>. 55, HOLLYWOOD ROAD, THREE ROOMS, open on all sides, and suitable for Office or Residence. Apply to—

No. 49/55, HOLLYWOOD ROAD.

Hongkong, 15th June, 1904 [1493]

## TO LET.

TENDERS are invited for the supply of MASON'S, PLUMBERS and SCRAPERS to the Naval Yard. For Particulars and Forms for tendering apply to the Chief Constructor's Office, Naval Yard.

Hongkong, 15th June, 1904 [1494]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI. Taking Cargo at through rates to TSINGTAU.

THE Steamship

"LOONMOON,"

Captain F. Kalkoff, will be despatched for the above port TO-MOREOWE, the 16th inst., at 3 p.m. This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to—

SIEMSEN & CO., Agents.

Hongkong, 14th June, 1904 [1495]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports on SATURDAY, the 18th inst., at 3 p.m. For Freight or Passage, apply to—

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 15th June, 1904 [1495]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 16th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON & CO., LTD., Agents.

Hongkong, 13th June, 1904 [1491]

## NOTICES OF FIRMS

## NOTICE.

WE have authorised Mr. J. OPPENHEIM to sign our Company per procuracion.

HOLLAND-CHINA TRADING CO.

Hongkong, 13th June, 1904 [1495]

## NOTICE.

WE have Authorized Mr. DAVID LANDALE and Mr. WILLIAM ARTHUR CARRUTHERS CRUCKSHANK to sign our Firm, and to Mr. HERBERT IRVING BELL and to Mr. CHARLES EDWARD ANTON we have given the signature per procuracion.

JARDINE, MATHESON & CO.

Hongkong, 10th June, 1904 [1466]

THE WINE GROWERS' SUPPLY CO.

THE Undersigned having been appointed AGENTS for the WINE GROWERS' SUPPLY COMPANY, of Paris, are now prepared to answer enquiries and receive orders for all kinds of WINES and SPIRITS at 22 and 24, Bank Buildings.

BARRETTO & CO.

Hongkong, 10th June, 1904 [1463]

## NOTICE.

COKE AND TAR.

THE HONGKONG & CHINA GAS CO. beg to notify the public that Messrs. KUNG HING & CO., 474, Des Vaux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents direct.

GEOGE CURRY,

Local Secretary.

Hongkong, 8th June, 1904 [1444]

## NOTICE.

THE "HOTEL AMERICA" has changed hands, and is under entirely New Management in which Mr. FRED NOLTE has NO further interest from the 1st June, 1904.

The present proprietors are not answerable for any Debts contracted by the Hotel before that date.

Hongkong, 10th June, 1904 [1462]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTONEY'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 2nd December, 1903.

## INTIMATIONS

THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY.

FANNY STANLEY'S COMIC OPERA & DRAMATIC COMPANY.

25 ACTRESSES. 25 ACTRESSES.

IMMENSE SUCCESS. IMMENSE SUCCESS.

TO-NIGHT (WEDNESDAY), 15th JUNE:

Comic Opera.

"THE NAUFRAGE GIRL."

TO-MORROW (THURSDAY), 16th JUNE:

Planquette's Grand Comic Opera.

(in 3 Acts).

"LES CLOCHES DE CORNEVILLE."

Miss FANNY STANLEY as Sarpotette.

Mr. WILLIE DEMECOL as The Miser.

FRIDAY, 17th JUNE:

Dion Boucicault's Beautiful Irish Drama

"THE COLLEEN BAWN."

Introducing Irish Comic Songs and Ballads.

SATURDAY, 18th JUNE:

"GRAND VAUDEVILLE."

Part I—Offenbach's Comic One-Act Opera

"THE ROSE OF AUVERGNE."

Part II—"GRAND MUSICAL OLLIO"

Introducing all the Latest Songs, Dances, and Cake Walks.

Part III—"The Laughable One Act Comedy

"THE TROUBLES OF A JUDGE."

All New Scenery and Costumes.

Prices 3, 2 & 1 Dollars.

Plan Now Open at ROBINSON PIANO

COMPANY.

Doors Open 8.30. Overture 9 p.m.

Late trains will run after each performance, also Launch for Kowloon. Representative, T. Empson.

Hongkong, 14th June, 1904. [1481]

## SITUATION WANTED.

A N Englishman, with good experience, desires employment in a Mercantile Firm. Good References.

Address— 1206.

Care of Daily Press Office.

Hongkong, 13th June, 1904. [1476]

## APPOINTMENT WANTED.

A N Englishman seeks employment in a Drapery Firm; used for advertising; has had English and Indian experience.

Address— 3204.

Care of Daily Press Office.

Hongkong, 13th June, 1904. [1477]

## WANTED.

B Y an English Speaking Chinese Gentleman, a Situation as PRIVATE SECRETARY and INTERPRETER to English or American Tourists travelling in China or elsewhere.

Moderate salary. Best references.

Apply to— T. C.

Care of Daily Press Office.

Hongkong, 16th May, 1904. [1250]

## LESSONS IN FRENCH.

N EW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. E.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [1765]

## NOTICE.

A S. WATSON & CO., LIMITED.

THE REGISTERED OFFICE of the above Company has this Day been REMOVED to ALEXANDRA BUILDINGS, DES VEAUX ROAD, 2ND FLOOR.

A. H. MANCELL, Secretary.

Hongkong, 23rd May, 1904. [1469]

## FOR SALE.

## FOR SALE.

T EAKWOOD STEAM LAUNCH in Good Working Order and condition.

Length 36 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engines, Compound Outboard Condensing.

Price \$3,250.

Apply to— X.

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1374]

## TO PHILATELISTS.

F OR SALE, a large variety of Chinese, all issues, Chinese Locals, Shanghai, Hongkong, Indian Native States, Borneo, &c., &c., including many of the old and rare issues, Selections sent on approval. Prices extremely low. Apply— BOX 14.

Care of Daily Press Office.

Hongkong, 14th June, 1904. [1485]

## FOR SALE.

## FOR SALE.

W EAKWOOD STEAM LAUNCH in Good Working Order and condition.

Length 36 feet.

Width 7 feet.

Depth 3 feet 6 inches.

Engines, Compound Outboard Condensing.

Price \$3,250.

Apply to— X.

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1374]

## PUBLIC AUCTION.

T HE Undersigned has received instructions to sell by Public Auction,

"TO MORROW (THURSDAY),

the 16th JUNE, 1904, at 2.30 P.M., at his

SALLES ROOMS, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE

AMERICAN ROLL DESK, TREADLE

SEWING MACHINE, CROCKERY,

GLASS and PLATED WARE, CARPET,

&c., &c., &c.

TERMS OF SALE.—As Customary.

## INTIMATIONS

THE  
ROBINSON  
PIANO CO. LTD.

UPRIGHT IRON  
GRANDS  
MANUFACTURED BY US  
ARE TO BE  
ABSOLUTELY DEPENDED ON.

THERE IS NO PIANO SO WELL  
ADAPTED TO STAND THE  
HONGKONG CLIMATE.  
THE MATERIAL IS OF THE BEST  
AND THOROUGHLY  
SEASONED IN THE COLONY.

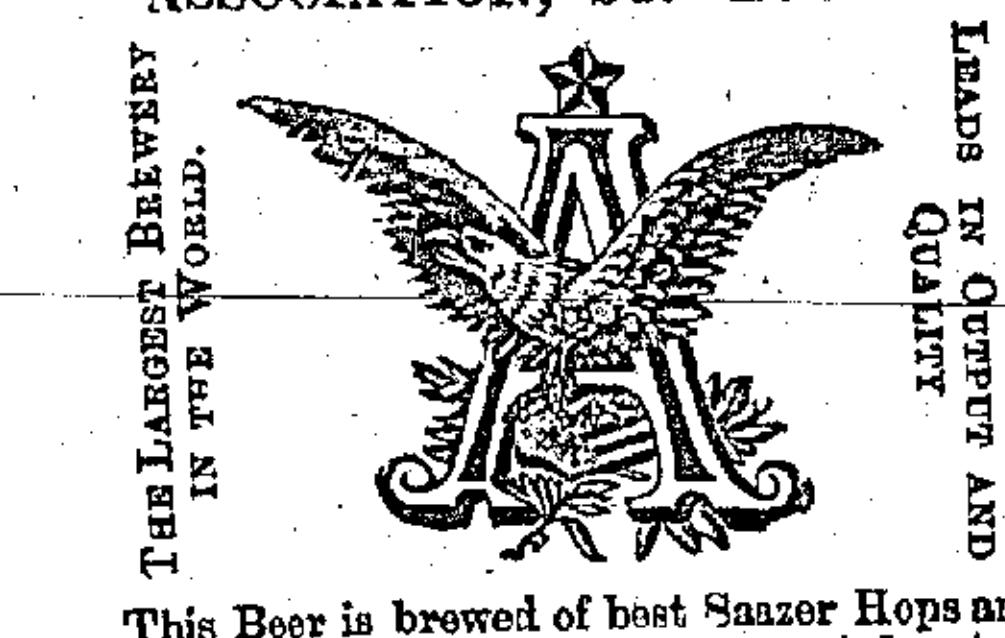
WE GUARANTEE THEM FULLY.

PRICES \$400: Upwards.

BABY  
GRANDS  
ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

BUDWEISER  
BEER  
EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,  
Sole Agents.  
Hongkong, 25th July, 1903. [45]

A. LING & CO.,  
FURNITURE STORE,  
PLATED, GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [13]

BOARD AND RESIDENCE  
FIRST-CLASS BOARD & RESIDENCE  
"ST. GEORGE'S HOUSE,"  
2 & 4, KENNEDY ROAD,  
and  
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort  
Well furnished rooms facing the harbour.  
For terms, apply to—  
MRS. G. SACHSE,  
"St. George's House."  
Hongkong, 15th March, 1903. [70]

"TANG YUEN."  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisin  
and Accommodation.  
Apply— MANAGERESS,  
Macdonell Road.

FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

MRS. GILLANDERS  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [78]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## INSURANCES

THE  
WESTERN ASSURANCE COMPANY OF  
TORONTO AND LONDON.  
INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE undersigned having been appointed  
AGENTS for the above are prepared to  
accept risks at current rates.  
ALEX. ROSS & CO.  
Hongkong, 28th April, 1904. [1121]

THE BOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.

## FIRE BRANCH.

THE undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS against FIRE at  
Current Rates.  
HOLLAND-CHINA TRADING CO.  
Hongkong, 26th November, 1903. [1260]

L'UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITED.

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against Fire at current  
rates.

## SIEMSEN &amp; CO.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO.  
Agents.  
Hongkong, 21st April, 1897. [199]

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [129]

NORTHERN ASSURANCE CO  
FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSUR-  
ANCE. Prospects on application.

TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902,  
£16,878,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL..... 687,500 0 0  
II. FIRE FUNDS..... 2,867,216 14 10

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHIENWAN, TOMES & CO.,  
Agents.  
Hongkong, 19th June, 1903. [1688]

COMMERCIAL UNION  
ASSURANCE CO., LTD.

TOTAL FUNDS EXCEED \$70,000,000.

FIRE, Marine, Typhoon, Accident, Fidelity  
Guarantees, and Plate Glass Policies  
issued.

W. H. TRENCHARD DAVIS,  
Branch Manager and Underwriter.  
Hongkong, 13th June, 1904. [1479]

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the Highest Class AERATED  
WATERS in the Far East on account of  
their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BEATBY and  
FINCHLIFE, LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited our  
factory recently in the course of a tour amongst  
Eastern Aerated Water Makers, and was greatly  
surprised at the compactness of our factory and  
also the methodical way in which everything  
pertaining to the making of Aerated Waters  
was carried out. He also expressed himself  
strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited and superior to  
a great many. He also reported that the  
quality of our goods was of a first-class nature,  
and they showed that scrupulous care was  
exercised in the course of their manufacture.

The Court went on to state that the vital  
point was that the Chinese crew was insufficient  
in number and could not speak English.

The Court also decided that Judge De Haven  
erred in not allowing the claim of Clara  
Barwick. The husband of the latter was the  
ship's butcher and lost his life in the wreck.  
Judge De Haven held that as Barwick was a  
servant of the company his widow could re-  
cover no damages.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to book cargo and issue Bills of Lading  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE,  
as hitherto, by the steamers of the NORTHERN  
PACIFIC S.S. CO., BOSTON STEAMSHIP  
and TOWBOAT CO., OCEAN S.S. CO.,  
and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Chater Road.

J. D. EDWARDS,  
Manager.  
Amy, 3rd December, 1903. [1450]

AMOY ENGINEERING CO., LTD., AMOY

CALL FLAG E.

REPAIR, WORK to Steamers and  
Launches. Castings in Brass and Iron  
Moder charges. Work solicited.  
J. D. EDWARDS,  
Manager.  
Amy, 3rd December, 1903. [1450]

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.

Hongkong, 3rd October, 1900. [1239]

JAS. THE "RIO DE  
RUSSIA'S TRADE WITH CHINA.

The following extract from the  
Chronicle of the 10th ult. will be reprinted  
great interest:

United States Circuit Judge Ross, writing  
the opinion for the United States Circuit Court  
of Appeals, which was concurred in by Judges  
Moran, Gilbert, and Hawley, reversed the  
decision of United States District Judge De  
Haven in the matter of the petition of the

Pacific Mail Steamship Company, owners of the  
steamship City of Rio de Janeiro, for limitation  
of liability. This is the first decision of its  
kind here and greatly interested the legal  
fraternity. The case is not appealable, but it  
may be taken up to the United States Supreme  
Court on a writ of certiorari, where that body

may review the record if it deems such a  
revision necessary.

Judge De Haven was reversed upon almost  
every point. In his final decree he awarded  
damages to various of the claimants who were  
representatives of lost passengers or who had  
themselves suffered injury, in amounts aggregating  
\$35,125, but limited the liability of the  
company for such damages to the sum of  
\$24,977.93 with interest thereon from 19th March,  
1901. This sum, with interest, was directed to  
be paid into the registry of the court within  
ten days, and to be apportioned among the  
various claimants to whom damages were so  
awarded, after the payment out of such fund of  
all the costs of the proceedings, except the  
cost incurred in the proceedings relating to the  
steamship, and her freight pending, which the  
company was directed to pay.

The Rio went down on 22nd February, 1901,  
and on 19th March following the company  
petitioned the United States District Court to  
limit its liabilities, claiming that the disaster  
was due to the perils of the sea and not to in-  
efficiency of the crew or gross negligence upon  
its part. Judge De Haven referred the matter  
of appraisement to United States Commissioner  
Morse, who reported the value of the wreck to  
be \$150, and of freight and passage money pend-  
ing \$24,827.93.

The Commissioner took no account of the  
freight or passenger money collected on the  
outward voyage of the ship.

Judge De Haven held that the sinking of the  
ship was not due to the perils of the sea, but to the  
gross negligence of her master and pilot.

The main ground of the appeal was that the  
members of the crew spoke and understood no  
English, and that when the lifeboats were  
ordered launched they could not understand the  
commands of the officers. The appellants  
further contended that the number of the crew  
was wholly insufficient, and that it had never  
been properly trained in the launching of  
lifeboats. The appeal court held that these  
contentions were well-founded, and that the  
claimants to whom damages in the court below  
were awarded were entitled to judgments for  
the full amounts, together with costs.

From an extract from the decision it would  
seem that the appeal court considered the great  
loss of life on the Rio to have been wholly  
unnecessary and due to the most criminal  
inefficiency. It says:

"The record shows that the disaster occurred  
about 5.30 of the morning of 22nd February,  
1901. The fog was so dense that the day  
afforded no light. It was very dark, but the  
water was smooth, and there was little if any  
list to the ship as she sank, which she did in  
twenty minutes from the time of striking the  
rocks. She carried 211 persons and eleven  
lifeboats, three of which were swung by davits  
from the sides of the ship and eight of  
which were on the skids on the roofs of the  
deckhouses. Their equipment and their  
apparatus for launching them was good. The  
evidence is that under such conditions five  
minutes was ample time for the lowering of the  
boats. It further shows that there was no panic  
among the passengers or the crew, that the captain,  
immediately upon the ship's striking the  
rocks, sounded the alarm and called  
the crew to the boats. Each of the boats was  
commanded by a white officer and manned by  
a part of the Chinese crew. Yet but three of  
the eleven boats were lowered into the water  
one of which was lowered by Officer Coughlan  
and the ship's carpenter, and but three of the  
hundred and odd passengers that the ship carried  
were taken in any boat. There must, in the  
very nature of things, have been some para-  
mount controlling cause for all this. And the  
cause we think, is very easy to be seen. It was  
not merely for the reason that the men called  
upon to man the boats were Chinese. To the  
contrary, the evidence is that the Chinese make  
excellent sailors."

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## SHIPPING.

## ARRIVALS.

June 13.	ALF., Norwegian str., 1,958, E. Hansen, New York 25th Feb., Patroon, Donwell & Co.
June 13.	KESTMERE, British ship, 2,500, T. E. Burch, New York 24th January, Oil.
June 13.	STANDARD OIL CO.
June 13.	PURITAN, British str., 2,628, James Barry 1st April and Singapore 7th June, Coal.—BRAIDLEY & CO.
June 14.	BENSON, British str., 1,935, A. Webster, Foochow 12th June, General.
June 14.	GUTH, LIVINGSTON & CO.
June 14.	BRUM, Moji 5th June, Coal.—MITSUI & CO.
June 14.	BOSSAN KAISHA.
June 14.	J. W. TAYLOR, British str., 1,597, John Waters, Penarth 13th May, Coal.—GILMAN & CO.
June 14.	SCOTTISH MONARCH, British str., 2,740, F. R. Patey, Barry 11th April, Coal.—DODWELL & CO.
June 14.	THEMONT, Amer. str., 6,195, Thos. W. Dugdale, Moji 10th June, General.—DODWELL & CO.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.	14th June.
Penmohr, British str., for Singapore.	
Kwangtak, Chieno str., for Shanghai.	
Vankin, British str., for Kowloon.	
Vanking, British str., for Kwangchauwan.	
Scottish Monarch, British str., for Japan.	
Penoni, Amer. str., for Manila.	
Primo, German str., for Swallow.	

## DEPARTURES.

14th June.	ALF., Norwegian str., for Chefoo.
	ANDREE RICKMERS, German str., for Bangkok.
	ARAGONIA, German str., for Portland.
	AUSTRALIEN, French str., for Europe.
	CHARTERHOUSE, British str., for Amoy.
	CHOYANG, British str., for Shanghai.
	DECIMA, German str., for Canton.
	HAILONG, British str., for Tamsui.
	HANSANG, British str., for Canton.
	HOPSON, British str., for Sourabaya.
	KINTUCK, British str., for Shanghai.
	LETHINGTON, British str., for Japan.
	MATHIEU, German str., for Hoilow.
	PINTON, German str., for Tsingtau.
	PURNA, British str., for Amoy.
	TAIWAN, British str., for Shanghai.
	WOOSUNG, British str., for Shangha.

## VESSELS IN DOCK.

14th June.

ABERDEEN DOCKS.—	KOWLOON DOCKS.—U.S.S. Wisconsin, Hong Kong, U.S.S. Pathfinder, U.S.S. Barry, Shadado, Healthburn, Taichow.
	COSMOPOLITAN DOCK.—Indraawana.

## VESSELS ON THE BERTH

## STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL

(With liberty to call at Philippine Ports).

## THE Steamship

"SENECA,"

will be despatched as above on or about the 15th June.

S.S. "SCHUYLKILL" on or about the 1st July.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, 21st May, 1904.

1303

## "SOUTH AFRICAN" LINE OF STEAMERS.

## FOR DURBAN.

## THE Steamship

"COURTFIELD,"

Captain Martin, will be despatched as above on or about the 18th June.

Cargo to be loaded 10th to 15th June.

For Freight, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 31st May, 1904.

1378

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

## THE Steamship

"AUSTRALIAN,"

Captain W. G. McArthur, will be despatched for the above ports on SATURDAY, the 2nd July.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.R.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 1st June, 1904.

1480

## THE EAST ASIATIC COMPANY, LIMITED

## FOR MARSELLES, HAVRE AND COPENHAGEN.

## THE Danish Steamer

"PRINSESSE MARIE,"

Captain Berentzen, will leave for the above ports on WEDNESDAY, the 6th July.

For Freight or Passage, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 7th June, 1904.

1441

## HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket 55.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON &amp; CO.,

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	SHIP'S NAMES	FLAG	CAPTAIN	FOR FREIGHT NOT APPL'D	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	J. M. Montford	P. & O. S. N. Co.	18th inst., at Noon.
LONDON & ANTWERP	AGAMEMNON	Brit. str.	C. F. Lockstone	BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP, VIA SINGAPORE &c.	CRYDON	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	About 24th inst.
LONDON & ANTWERP	YANOTSZE	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	5th July.
LONDON & ANTWERP	KINTUCK	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	10th July.
MARSEILLES, HAVRE & COPENHAGEN	MOUNTE	Brit. str.	D. M. Dan.	MELCHERS & CO.	22nd inst., Noon.
HAMBURG DIRECT	ZIETEN	Ger. str.	Wilhelm	MELCHERS & CO.	28th inst.
HAMBURG, BREMEN & HAMBURG	BATAVIA	Ger. str.	Dempwolf	HAMBURG-AMERIKA LINIE	6th July.
HAMBURG & HAMBURG	NUNBERG	Ger. str.	Jahburg	HAMBURG-AMERIKA LINIE	10th Aug.
C. F. LAEISZ	C. F. LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	25th Aug.
HAMBURG	BADENIA	Ger. str.	Rearden	HAMBURG-AMERIKA LINIE	25th Aug.
HAMBURG	BAMBURG	Ger. str.	Miltzaff	HAMBURG-AMERIKA LINIE	25th Aug.
HAVRE & HAMBURG	BAUDENIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	25th Sep.
HAMBURG	ANDALUSIA	Ger. str.	Cobol	HAMBURG-AMERIKA LINIE	15th Sept.
VIA SINGAPORE, &c.	VINDOBONA	Aust. str.		SANDER, WIELER & CO.	22nd inst., P.M.
GENOA, MARSEILLE & LIVERPOOL	DIONED	Brit. str.		BUTTERFIELD & SWIRE	15th Sept.
NEW YORK, VIA SUEZ CANAL	SENECA	Brit. str.		STANDARD OIL CO.	About 15th inst.
DURBAN	R. CASTLE	Brit. str.	Martin	DODWELL & CO. LTD.	24th inst.
VANCOUVER, VIA SHANGHAI, &c.	COURTFIELD	Brit. str.		GIBB, LIVINGSTON & CO.	About 18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	E. OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	20th July.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.	28th inst.
PORTLAND, OREGON	TREMONT	Brit. str.	T. W. Garlick	DODWELL & CO. LTD.	11th July.
AUSTRALIAN PORTS	WAGNER	Brit. str.		BUTTERFIELD & SWIRE	14th July.
AUSTRALIAN PORTS	W.G. McARTHUR	Brit. str.		PORTLAND & ASIATIC CO.	2nd July.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHINOTU	Brit. str.	C. J. Benton	GIBB, LIVINGSTON & CO.	24th inst.
SHANGHAI	CHINGTU	Brit. str.		CANADIAN PACIFIC R. CO.	To-morrow.
SHAOHSING	K. Kalkofen	Brit. str.			3 P.M.
SHANGHAI, KOBE & YOKOHAMA	G. Philipp	Brit. str.			About 16th inst.
SHANGHAI, YOKOHAMA & KOBE	Sellier	Fr. str.			About 17th inst.
FOOCHOW, VIA SWATOW & AMOY	Cagliari	Ital. str.			19th inst., A.M.
TAMSUI, VIA SWATOW & AMOY	H. A. Hansen	Jap. str.			22nd inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	H. A. Haraldsen	Jap. str.			23rd inst., 10 A.M.
SWATOW, CHEFOO & TIENSIN	M. STRUVE	Jap. str.			To-day, at 10 A.M.
MANILA	T. Brandt	Jap. str.			18th inst., at 3 P.M.
MANILA DIRECT	H. Kraft	Jap. str.			20th inst.
MANILA DIRECT	R. Rodger	Jap. str.			To-day.
	R. W. Almond	Jap. str.			About 15th inst.
		Jap. str.			18th inst., 10 A.M.
					25th inst., 10 A.M.

## FOR

STEAMERS	LEAVING	13





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**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEMUN"	On 25th June.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW and LIVERPOOL	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL	"BARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.
LONDON and ANTWERP	"YANGTSE"	On 5th July.
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.
LONDON and ANTWERP	"KINTUCK"	On 19th July.
LONDON and ANTWERP	"MOYUNE"	On 2nd August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 14th July.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[10-11]

Hongkong, 15th June, 1904.

**CHINA NAVIGATION CO. LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	* "SHAOHSING"	On 15th June.
MANILA	* "TAMING"	On 15th June.
MODE	* "CHINGTU"	On 16th June, noon.
SWATOW, CHEFOO and TIENSIN	* "KANSU"	On 20th June.
POR DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	* "CHINGTU"	On 5th July.
SYDNEY and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

↑ Taking Cargo or through bills of lading to all Yangtze and Northern China Ports.

↑ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

[12]

Hongkong, 15th June, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship,

"YARRA,"  
Captain Sellier, will be despatched for the above ports on or about FRIDAY, the 17th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th June, 1904. [2]

REGULAR  
STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).

PROPOSED SAILINGS FROM HONGKONG  
1904. About

"RICHMOND CASTLE" ... 24th June  
"ST. FILLANS" ... 30th June

"LOWTIER CASTLE" ... 31st July.

For Freight and further information, apply to  
DODWELL & CO. LTD., Agents.

Hongkong, 7th June, 1904. [1877]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"COROMANDEL"

Captain G. M. Montford, R.N.R. carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, etc., on SATURDAY, the 18th  
JUNE, at NOON, taking passengers and  
cargo for the above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the Mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, etc., will be conveyed  
from Bombay by the R.M.S. "Egypt," due in  
London on the 1st August.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents and  
value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 10th June, 1904. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SHANGHAI, YOKOHAMA AND KOBE  
THE Company's Steamship

"PERSIA,"  
Captain Cagliari, will leave for the above  
ports on SUNDAY, the 19th inst., A.M.

For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents.

Princes' Buildings.  
Hongkong, 13th June, 1904. [3]

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"STENTOR,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godown of the Hongkong and Kowloon  
Wharf and Godown Co. Ltd., where in both  
cases it will lie at Consignee's risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 10th instant.

Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 A.M., on the 16th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 16th inst.,  
will be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
18th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st June, 1904. [10-11]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

SS. "BENARTY,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co. Ltd., whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 16th inst., will be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
24th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th June, 1904. [1467]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 19th inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignee's and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 13th June, 1904. [1]

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"KINTUCK,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co. Ltd., where in both  
cases it will lie at Consignee's risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 14th instant.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 A.M., on the 20th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 20th inst., will  
be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
23rd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 13th June, 1904. [10-11]

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## THE OLDEST

## THE CHEAPEST

## BELT IN THE WORLD

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AMERICAN COTTON

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